

The American Observer

A free, virtuous, and enlightened people must know well the great principles and causes on which their happiness depends.—James Monroe

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Vacationers Take To the Highways

Summer Travel and Year-round Use Are Taxing Our Vast Network of Roads

RECORD throngs of vacationists are using the nation's highways this summer. According to the American Automobile Association, more than 60 million tourists in some 20 million private cars will have succumbed to the "call of the open road" before the vacation season ends. Countless others are seeing America's scenic wonders through bus tours.

The sight-seers are finding, in general, the best road conditions since the war, but they also are discovering an unusually large number of detours. This situation is not so contradictory as it might seem. The generally good roads reflect the record amounts spent on highway construction and maintenance last year, and the detours indicate the extensive program of road work that is going on this season.

In 1949 approximately 3½ billion dollars were spent on U.S. roads. Close to 60,000 miles of new or improved highways were added to the country's transportation system. Present prospects are that both of these figures will be exceeded during 1950 in what seems destined to be the greatest road-building year in history.

Behind the present upsurge in highway construction lies a 20-year period when comparatively little was done to improve the nation's roads. During the 1920's, the automobile came into wide use, and the U.S. road net underwent a vast expansion.

However, the depression of the 1930's curtailed road building. To be sure, some construction and maintenance projects were carried on as a part of the public works program of that era, but there was nowhere near the volume of building attained during the previous decade.

(Concluded on page 6)



SOUTH KOREAN RIFLEMEN in a fortified position overlooking one of their country's fertile valleys

WIDE WORLD

The War in South Korea

Communist Attack Against Small Asiatic Republic Created Grave Danger; Hope for Peace Rose as Russia Indicated She Would Keep Out of Fight

THE United States and other free nations kept alert watch, early in July, for any sign that fighting in Korea might spread—and thus raise the danger of a new world war. Hope was that the conflict could be kept within the boundaries of the Asiatic country, where the Republic of South Korea was trying to repel a Communist invasion.

The United States Air Force and Navy entered the fight to help the Korean republic at the end of June. Great Britain's Pacific fleet supported the U.S. naval units. Other countries offered military aid as well, and U. S. ground forces finally went in to help the southern republic.

President Truman ordered aid to Korea in a determined effort to halt, at its beginning, the use of Communist armed force against independent na-

tions. The President felt, as did free peoples everywhere, that attacks upon other nations would follow, if the Korean republic were permitted to fall to the Communists.

In deciding to risk world war for the principle of freedom, the President acted with the approval of the United Nations Security Council. Republican leaders, as well as his own Democratic Party, supported Mr. Truman. There was the appearance of greater unity of purpose among Americans in this period of crisis than there has been since World War II ended.

The danger of international conflict arose suddenly on the morning of Sunday, June 25, when the Communist army of northern Korea clashed with troops of the Republic of South Korea.

The small peninsula of Korea in northeastern Asia was divided as a result of World War II. Russia occupied the northern part, set up a Communist government, and trained a Communist army. U.S. troops occupied the southern part until after the Republic of Korea was established in 1948. (For a discussion of Korea's history and geography see page 3.)

Russia announced the withdrawal of her troops in December 1948. The U.S. occupation forces left in January 1949. Both we and the Russians, however, continued to keep military missions in the country—the Russians to train the Korean Communist army and the U.S. to advise the army of the South Korean Republic.

The 38th parallel was the dividing line of the two Koreas, and there have been skirmishes from time to time along this border. None was critical, however, until the June 25 assault. Then, about 70,000 troops of the North Korean Communist army moved across

the parallel. The Communists had a reserve force of probably 100,000 men, and they used tanks and planes in a well-planned offensive. The South Korean army of about 100,000 was well trained but lacked tanks and air power.

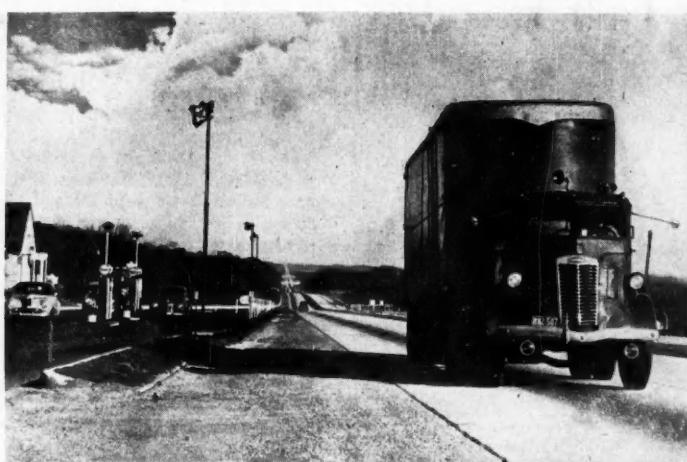
The first American step, as the result of the conflict, was to look to the safety of U.S. citizens in Korea. There were about 2,000 Americans in southern Korea, including the military mission of about 500, our diplomatic staff and their wives and children. All persons not needed in Korea were evacuated by ship under the protection of U.S. fighter planes.

Another step was to start sending military supplies to the Korean republic's army. This was done as part of our general policy of helping independent nations, as we had helped Greece, to resist Communist guerrillas. To get aid to Korea as fast as possible, General Douglas MacArthur, commander of the occupation forces in Japan, drew upon supplies available there. Ammunition and light arms were the materials most quickly available, but some fighter planes also were offered to the Korean republic.

The most important step was to get the Security Council of the United Nations into action. The 59-nation UN was organized in 1945, with Russian approval, as the international agency to keep world peace. The Security Council was authorized specifically by the UN charter to act in any emergency that threatened peace. Russia approved this charter.

The council met in New York within hours after the Korean war began. It quickly found that North Korea was an aggressor, demanded that its Communist army withdraw from South

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MODERN HIGHWAYS are important arteries of commerce and communication

HAROLD M. LAMBERT

South Korea's Struggle

(Concluded from page 1)

Korea, and ordered that fighting be stopped. Nine members of the 11-nation council voted for this step. They were the United States, Great Britain, France, Nationalist China, Ecuador, India, Cuba, Egypt, and Norway. Russia, who has refused to cooperate in the UN for many months, did not attend the meeting. Yugoslavia did not vote.

The first reply from North Korea, two days after the Security Council vote, was a statement saying that the "cease-fire" order was illegal. The Communist Koreans held that they were not represented at the council's meeting, and could not, therefore, accept its order. They argued further that the order was not effective because Russia (not attending the council session) and Communist China (not recognized by the UN) did not approve it. This seemed to indicate that northern Korea was determined to carry on its war. Russia supported the Communist position that the UN order was illegal. Communist radio propaganda also charged that the United States was an imperialist aggressor in aiding South Korea.

As the conflict continued, the Security Council decided upon a more far-reaching step than it ever had taken before. A majority of the council endorsed a U.S. proposal that we

forces to Korea's aid as the UN was formally voting its request for help. The UN resolution permitted the use of land forces as well as naval and air power, and U.S. troops were soon sent to the peninsula.

Although it was generally recognized that the Korean outbreak raised the great danger of world war, hopes were high that conflict could be avoided. Few persons could believe that Russia was in a position, militarily or economically, to start an all-out conflict. It was felt that Russia merely was using Korea for a test—to see how far Communists could go without meeting armed resistance.

Russia probably thought that the Communists could conquer Korea without challenge from the U.S. Our Asiatic policy has, in the past, been one of indecision. A few months ago there was considerable feeling in Congress against aid to Korea. Some specialists thought that the country was not worth defending militarily.

On Asia's mainland, U.S. policy has waivered. China fell to the Communists, some critics say, because we did not act quickly and decisively. Before the Korean attack, we were ready to let the Chinese island of Formosa, now held by the Nationalist China government, fall to the Communists.

In Southeast Asia we have been indecisive, too. Congressional disagreement has hampered the sending of sizable aid to Indo-China, which is under attack by Communist rebels. So, in view of what appeared to be weaknesses in our policy, Russia must have believed that the Communists could take Korea with little difficulty.

The sudden reaction to the Korean war by the great majority of Americans must have been surprising to the Russians. Not only did we immediately send military aid to Korea. We also sent naval forces to protect Chinese Formosa, and we began increasing defenses in the Philippine Islands, where Communist agitation is strong. We set about improving defenses in Japan and expanded our military help to Indo-China. Thus the Korean crisis crystallized U.S. government policy into one of resistance to Communist aggression, even at the risk of war.

The U.S. was mindful that in 1931 the world, almost without protest, let Japan conquer Manchuria. That conquest was the first of a series which eventually led Japan, in thirst for power, to attack us in World War II. The Japanese aggression could have been stopped at its beginning, many historians feel, if there had been prompt action in 1931.

The U.S. remembered, too, that the world did not challenge Adolf Hitler when he armed the German Rhineland, opposite France, in 1936. This was the Nazi dictator's first great success. Heartened by it, Hitler kept on in a wild dream to conquer the world by taking countries one by one. His dream led to disaster, but only after a struggle that cost millions of lives and billions of dollars. Hitler might have been stopped, and war avoided, if the world had acted in 1936.

Russia, since the end of World War II, has followed a program quite like that of Japan and Nazi Germany. Russia has taken over much of southeastern Europe. She supports Communist China. In all, Russia now controls more than 700 million people, about a third of the world's population



THE 38TH PARALLEL separates Communist-dominated Northern Korea from the Republic of Southern Korea. Communist forces began their attack on June 25 at points shown by black arrows. Early counterattacks are indicated by white arrows. These counter-movements failed in the face of superior Communist strength.

—and she is reaching out to establish her power over others.

The danger that Russia might begin to use military force wherever she can in her drive to dominate the world prompted the present U.S. policy. The Communist push in Korea might be the first of a series of attacks. (For news of spots where other outbreaks may occur see page 5, "The Next Attack?") We challenged North Korea in the hope that Russia would abandon the idea of using force against free nations. We sought to prevent a new world war at the first grave sign of danger. We did not want to wait this time until it was too late.

Every effort was made by the U.S. and the other UN nations, to avoid antagonizing Russia—to give her an easy way out of the crisis. Neither the UN nor Mr. Truman placed any blame, officially, upon Russia for the outbreak of the Korean conflict, although it was generally believed that the Communist Koreans acted upon Russian orders and with Russian advice. President Truman asked Russia, by diplomatic note, to use her influence to end the conflict. This was normal diplomatic procedure,

through the American ambassador in Moscow, without any suggestion of criticism or blame for Russia.

The Russian reply to Mr. Truman's note charged that the Korean republic, not the Communist north, started the war. Russia said further that she held to the principle that foreign nations should not interfere in the internal affairs of Korea. This statement gave cause for hope that Russia would not use her forces in Korea. If the Soviet Union really followed a course of non-intervention—and if she did not incite Communist uprisings in other parts of the world—the danger of international conflict would diminish sharply.

As we rushed aid to Korea, there were two disturbing possibilities. One was the chance that the South Korean Republic's army would fall to the Communists before our help arrived in sufficient strength to swing the tide. There was also the danger that the government of the republic might be overthrown from within. Some members of the government and at least part of the general population have opposed the President, Syngman Rhee. (For biography of President Rhee see page 3.)

They have thought Rhee was dictatorial and ill equipped, after his long stay abroad, to lead the country. There is, too, a Communist underground in the south. It might sabotage the republic's efforts to stop the invaders. In the event of sabotage or of outright defeat, southern Korea might be lost in spite of the outside help she is getting.

Whatever the immediate result of the fighting, this was clear: The Communist invasion of Korea was an unlawful attack on a popularly elected government. The world's free nations had long denounced such aggression, and in the face of the actual attack they showed their willingness to oppose it with armed force. They hoped fervently that their use of force would halt the Communists, and that it would eventually lead to peace.



NORTH KOREAN SOLDIER. His uniform is much like that of Soviet troops.

and other members of the UN use armed force to drive the Communists out of South Korea. (If the UN had carried out original plans, it would have had its own army for such a task. Russia, however, blocked the UN army plan. So, in the case of Korea, it was necessary to rely upon individual members of the UN for military help.)

The Korean crisis thus served to demonstrate clearly the courage of the United Nations as a world agency working for peace. The Security Council, for the first time in its history, named an aggressor. It also, for the first time in its history, approved the use of military force to stop that aggressor. Although Russia refused to cooperate, the UN action was strongly supported by the great majority of its 59 member nations. The UN might fail, but never before had an international agency acted so firmly to try to end danger of war.

The United States—at President Truman's order after careful consultation with his advisers and with leaders of Congress—was the first to send armed forces to help South Korea. Mr. Truman sent naval and air



"BY THE HORNS." President Truman's decision to send aid to the Korean Republic is hailed by many as a step toward halting Communist expansion in Asia.

Newsmaker**Syngman Rhee**

As we go to press, Korea's President, Dr. Syngman Rhee, has moved his government away from the hard-pressed capital of Seoul, 20 miles south to Taejon, a less vulnerable city. From there he is continuing to direct his country's fight against the invading Communists.

In a sense, for President Rhee, the current struggle is merely a continuation of his long battle to gain freedom and independence for Korea.

At the time when Rhee was a young man attending a Methodist missionary school in Seoul, Korea was governed by a monarchy under Japanese domination. Syngman Rhee, fired by the lessons of democracy he had learned at school, resolved to work for Korean independence.

He began by founding Korea's first daily newspaper, the *Independence*, and quickly became leader of the movement for government reform. His activities soon got him into trouble, however, and he was arrested and thrown into prison for seven years.

But even during those years, he continued the work to which he, by then, had decided to devote his life. He organized his fellow prisoners into classes for the study of English and economics. He translated a number of English books into Korean and wrote a book of his own, *The Spirit of Independence*.

Upon his release from prison, Rhee came to the United States to study. While at Princeton, he met Woodrow Wilson, the university's head, and

was strongly influenced by the democratic ideals of America's future President.

By the time Rhee returned to Korea, the Japanese had completely overrun the country. For awhile he traveled about, organizing resistance groups until he was finally forced to flee for his life.

In 1919, when Korean patriots established a government-in-exile at Shanghai, Rhee was chosen President. From then until the defeat of Japan in World War II, Rhee continued his resistance efforts and organized guerrilla groups against the Japanese.

When the Korean republic was established in 1948 under the direction of the United Nations, Rhee was chosen as its President. His job was not an easy one. The division of Korea into two countries made economic recovery difficult. In addition, personal animosities and rivalries within the government were bitter.

For a time, President Rhee had the enthusiastic approval of the Korean people. But, more recently, he began to be severely criticized. His opponents accuse him of violating the Korean constitution to suit his own ends and of suppressing all criticism in the Korean press. They say further that he has allowed graft to go on unchecked in his government and that he has not been firm enough with the South Korean Communists.

In the May elections Rhee's party lost heavily, and many call this a repudiation of the President himself. However, the Communist attack from the north occurred before the defeat's significance could be determined.



A KOREAN FARMER tills the soil as his forefathers did, with an ox and a wooden plow. He is working in a flooded rice field.

Korea's Two Nations**The Division Between North and South That Led to the Civil Strife Has Harmed the Country's Economic Life**

KOREA, now the center of war, is a peninsula in northeastern Asia. It has an area about equal to that of Minnesota and a population of 30 million. Surrounded by the sea on three sides, Korea has one land frontier—that in the north which separates it from Manchuria.

Known for thousands of years as the "hermit kingdom," Korea has long been a prize for warring armies. After fighting the Chinese Empire in 1894 and the Russian Empire 10 years later, the Japanese—twice victorious—set up a protectorate over Korea. Then, in 1910, Japan formally annexed the country. It ruled the peninsula until the end of World War II.

After the Japanese surrender, Korea was divided into two separate territories—one Communist, the other non-Communist. This came about as the result of the closing offensive of the war against Japan. Russia occupied the northern part of Korea, above the 38th parallel, and the United States moved into the southern part.

It was intended, by agreement among the big powers, that the two sections would be united under a single government. But Russia would never meet with the leaders of our military occupation to bring about this unification. Instead, the Soviet Union set up a Communist regime in North Korea.

The United Nations established a democratic government in the south. Our country has always vigorously supported the southern republic.

Korea suffered a severe economic blow when she was divided. Her northern and southern sections had been dependent upon each other for necessary supplies. The division virtually halted trade between them.

Southern Korea, the non-Communist area, was mainly an agricultural region prior to the end of World War II. It obtained large amounts of fertilizer, as well as coal and electric power, from the north. Fuel and power were needed by the south's small factories, which produced cloth, paper, pottery, and soap.

When trade between the two parts of Korea was shut off, the south found itself in a desperate situation. Without electricity and raw materials from the north, many of its factories could not operate. Without shipments of fertilizer, its farms could not produce the food its people needed. The task ahead seemed hopeless.

U.S. aid brightened the picture. Great quantities of fertilizers, coal, petroleum, cotton, machinery, and other items were shipped into the country at American expense. With U.S. help, the output of southern Korea's own coal mines was stepped up. A great deal of electricity was obtained from coal-burning power plants in the south.

Despite the progress being made, southern Korea was still hard pressed when its recovery efforts were disrupted by the Communist invasion. The southern Koreans were forced to get along without many of the items they needed. A new suit of clothes, for example, probably cost a truck driver or a factory worker about a half a year's wages.

Some of southern Korea's difficulties resulted from the fact that the people were not experienced in self-government. Their new government was wasteful and did such a poor job of collecting taxes that America threatened early this year to stop economic help unless immediate reforms were made. U.S. officials indicated that we wanted to continue aiding Korea, but that our assistance would do little good



OLD WAY of carrying burdens

unless the native regime operated efficiently. After the warning was issued, the Koreans accomplished a great deal toward putting their government finances in order.

The strongest political figure in the southern region is 75-year-old Syngman Rhee, who is the President. The government has a cabinet and an elected legislative body.

In spite of her economic problems and military dangers, southern Korea had been making good progress in the fields of education and health. Between 1945 and 1948, the number of children and young people in school rose from about 1½ million to 2½ million. During the same period, large numbers of adults learned to read and write. At the end of World War II, only about half the people were literate. By last fall, it was estimated, the figure stood at 80 per cent.

With American help, the Koreans have been waging a vigorous campaign against disease. They have been successful in reducing the number of cholera and smallpox cases, but there is a terrible shortage of doctors and nurses. On an average, the southern region has about one doctor for every 5,000 persons. For the United States as a whole, there is one doctor for every 750 persons.

Korea has a rugged mountain range along its eastern coast. Some of these mountains serve the South Koreans as defense outposts against the Communist north. More than a thousand small islands lie off the Korean coast. The country has several navigable rivers—the Rakuto in the south, the Kan in the central region, and the Yalu along the Manchurian border in



THREE LIONS

the north. The peninsula's climate is about like that in the eastern part of the United States.

Holding the southern area would improve the Communists' strategic position on Asia's mainland, and that is one reason why the United States is making a big effort to help southern Korea remain free.

Before the peninsula was divided, North Korea was the home of the country's most important industries. It relied upon the largely agricultural south for its food. Vast natural resources of water power were used to run the northern factories, which produced chemicals and textiles and processed beverages and tobacco. Little is known about how well the industries have been doing since the close of World War II. The Communist government has managed to keep out most foreigners and to conceal news of what really has been going on in the northern area. Even the news of military concentrations was skillfully concealed.

The Story of the Week

U. S. Ambassadors

Unofficial ambassadors, approximately eight and a half million of them, are representing the United States in foreign countries this summer. They are the ordinary U. S. citizens who are vacationing in other lands—in Canada, Mexico, Europe, South America, and Japan. In addition, some 100,000 will go to the two great U. S. territories of Alaska and Hawaii.

The American Automobile Association estimates that Canada will entertain by far the largest group of Americans. Seven and a quarter million are expected to cross the border to enjoy Canada's climate and its scenic beauty. The next largest group, about 345,000 travelers, will go to Europe. Many of these are taking part in the Holy

So says the Associated Press in a survey of censorship regulations throughout the world.

AP's country-by-country study reveals that the Soviet Union has the tightest censorship. In complete control of its domestic press, the USSR also rules rigidly on what foreign correspondents there may report. Some stories are not allowed to be sent at all; others are delayed in transmission; some are cut in such a way that the remaining paragraphs are wholly inaccurate.

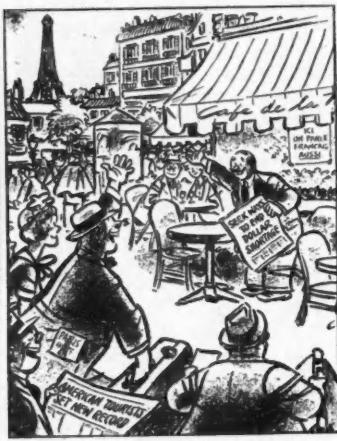
Like Russia, the Soviet satellites are making it increasingly difficult for foreign correspondents to work within their borders. Visas are not granted. Sources of information and ability to travel freely are severely curtailed. Correspondents are in almost constant fear of being jailed, tried for "spying" or expelled.

The Spanish and Yugoslav governments wield the blue pencil with a heavy hand. Both countries have a tendency to use "ex post facto" censorship—to demand that a foreign correspondent leave the country because of an "unfavorable" story he has sent to his periodical at some time in the past.

Portugal keeps a strict eye on its press, but foreign correspondents there encounter little or no censorship. For the most part, the rest of Europe, including west Germany, has no censorship, either domestic or foreign.

Egypt, within the last six months, has eased some of the press curbs it inaugurated at the time of the Palestine war. Articles about the royal family are still carefully checked by the government before publication. Israel, on the other hand, maintains its press regulations which were begun with the Holy Land conflict. Syria, Lebanon, Jordan, and Iran all have censorship in varying degrees. Turkey has no censorship.

China admits no western reporters, an exclusion that amounts to total censorship. Indo-China and Burma have rather strict regulations which foreign correspondents must follow. Indonesia, Thailand, India, Pakistan, and Ceylon have none.



AMERICAN tourists help to stimulate business in the lands they visit.

Year celebrations at Vatican City.

A large number, too, will see the Passion Play in Oberammergau, Germany. The giving of this play is the fulfillment of a vow made by the people of Oberammergau in 1633. At that time, in gratitude for their deliverance from a plague then raging in the vicinity, the villagers promised to present a play commemorating the death of Christ. The presentation, with local people as the cast, has since been given regularly every 10 years except when war has interfered.

Mexico expects 220,000 vacationers from the U. S., and the other Latin American lands will entertain 255,000. Most of the rest of the tourists will go to the Caribbean islands and 30,000 will go to Japan.

American travelers always give a boost to the economic life of the lands they visit, a boost that in turn stimulates business here at home. The dollars they spend abroad provide foreign peoples with funds they can use in buying U. S. goods. During 1949, 695 million dollars were spent by Americans traveling in other countries. This year even a larger sum is expected to be used in paying for transportation, lodging, food, and souvenirs.

Censorship Study

In many countries, a newsman's lot is not a happy one, to paraphrase Gilbert and Sullivan. Censorship hampers his attempts to make complete, unbiased reports on current events.



OUR ARMED SERVICES are currently keeping their ranks fairly well filled by means of voluntary enlistments. Secretary of Defense Johnson says that it probably will not be necessary to draft men under the extended law in the very near future.

In South and Central America, the Associated Press finds that theoretically the press of most nations is free. In practice, however, it is another story. According to AP, only Chile, Uruguay, Ecuador, Brazil, Cuba, and Costa Rica do not have censorship or other curbs to a free press.

Draft Extension

The war in Korea brought swift congressional approval of the selective service law extension. Senators and representatives had for some time disagreed on a number of points in connection with this measure. Chief among them was whether or not to restrict somewhat the Presidential power to call up men for service in the armed forces.

As the law went to the White House, there were no strings attached to the Chief Executive's right to order inductions into the service. For another year, he may draft young men for 21 months' military duty.

Congress went one step further—a step which had not been requested

by either the President or the Defense Department. It gave the Commander-in-Chief the right to place National Guard or reserve units on active service for 21 months if he thinks it is necessary.

In calling for either draftees or organized reserves, however, the President may not put into uniform more men than are authorized by another law for the peacetime forces. The military strength permitted is slightly over two million men, but at the present time no branch of the armed forces has its maximum personnel.

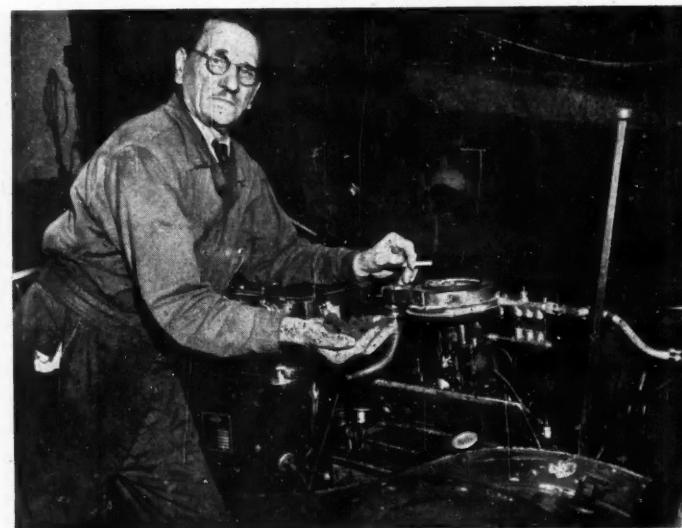
The draft law provides that all young men must register with their local selective service boards no more than five days after reaching 18 years of age. None will be called, however, until he is at least 19. Those who have passed their 26th birthdays will not be drafted.

There are several categories for exemption and deferment outlined in the law. Clergymen and students preparing for the ministry may not be drafted. Men with at least three months of military service during World War II and those who served at least 12 months in the armed forces either just before that conflict or between 1945 and 1948 are also exempt. Conscientious objectors, only surviving sons of families whose sons or daughters were killed during military service, and the physically, mentally, or morally unfit are not to be inducted. Certain elected public officials are likewise exempt from selective service.

Draft deferments are given to those who are in occupations considered essential to the national welfare and who cannot be replaced. College students in advanced courses of the Reserve Officers Training Corps, conscientious objectors willing to perform non-combat duties, and men whose drafting will cause real hardship to dependents are also to be deferred.

Social Security Changes

For the first time since it was approved 15 years ago, major changes are in the offing for the nation's social security program. The Senate



FILL 'ER UP . . . WITH PEAT! German Engineer, Hans Gebhardt, has developed an automobile engine that runs on a mixture of peat, water, and carbide. The operating costs of the unusual motor are much lower than for a gasoline engine, but the driver must stop every 65 miles to refuel.

last month joined the House of Representatives in passing a measure which will increase the amount of benefits paid to those now covered by the insurance plan, extend coverage to more people, and provide for progressively larger contributions into the fund by employers and employees.

There were several differences in the House and Senate bills. They have made necessary a conference between senators and representatives. When these are resolved, both houses are expected to give consent quickly. Its approval by President Truman is taken for granted, for he has supported alterations in the old law. THE AMERICAN OBSERVER will present an article outlining the amendments to social security program after the measure has received the Chief Executive's signature.

UN's Little Assembly

The United Nations' Little Assembly today, July 10, begins the task of preparing reports and recommendations for the September session of the General Assembly. Among the important items on its agenda are suggestions for the future government of Eritrea, former Italian colony in Africa.

The Little Assembly was created in 1947 and organized early in 1948. Many UN members thought the world's problems so numerous and difficult that the General Assembly could not adequately deal with them in the single annual meeting its schedule called for. At the suggestion of George C. Marshall, then U. S. Secretary of State, an "interim committee" with representatives of all UN member



HAVE YOU SEEN IT YET? We mean the Department of Agriculture's clever new animated film, "The Adventures of Junior Raindrop." Here an artist works on some of the drawings. The film, which is available to schools, civic groups, and others, tells how trees and grass affect the nation's water resources.

And there is little likelihood that today's session will find a Russian or satellite delegate present at the Little Assembly discussion table.

Home of the Tornado

The United States is struck by tornadoes more frequently than in any other section of the world. The "twisters" which hit our nation are also of greater intensity than those which occur in other lands.

Although each of our states has at some time experienced one of the big blows, the Great Plains area and parts of the South and the Southwest are most often targets. Leading the list of states most hit by tornadoes is Kansas, with Texas and Iowa as runners-up.

The National Geographic Society reports that some weather experts believe that the true tornado visits only the United States. They account for the frequency of twisters here—an average of 140 a year—because spring and summer weather conditions are often tailor-made for the storms.

Warm, moist air from the region of the Gulf of Mexico encounters masses of cool air moving down from Canada. The two collide, cannot mix well, and "fight it out." The result is the roaring wind and the formation of the funnel, or spout, which sweeps across the countryside delivering its deadly punch. The exact force of the tornado, greater than a hurricane or typhoon, can only be estimated. Instruments which measure wind velocity cannot survive the blast of the tornado's blow.

Two Arab Blocs

A new "security agreement" is the main result of last month's meeting of the Arab League (see THE AMERICAN OBSERVER, June 12, page 4). When ratified by the governments of the five nations which signed it, the pact will bind Egypt, Saudi Arabia, Lebanon, Syria, and Yemen to mutual military assistance in case any one of them is attacked.

Middle East experts believe that the pact points up the weakness of the Arab League. The June meeting, called to deal with Jordan's annexation of Arab Palestine, saw no stringent

great irritation to Russia for the past two years.

The official Yugoslav news agency says that Bulgaria, a Russian satellite nation, has been moving troops up to the Yugoslav frontier in readiness for war. One report is that fresh Bulgarian reserves are being called into military service. Further, the Yugoslavs say, Bulgarian troops have made small raids along the frontier.

Berlin informants say that Russia is training a special, international army in Hungary to carry on a guerrilla campaign against Yugoslavia. Ten thousand men are said to be in training in this special army. Recruits were drawn from among Communists in Greece, East Germany, Austria and other countries.

If a war starts against Yugoslavia, it probably will be looked upon as quite different from the attack upon Korea. Yugoslavia's government is not considered to be one freely chosen by the people. Furthermore, Marshal Tito is a bitter critic of the western democracies. Because he is anti-Russian, however, we might aid him.

Meanwhile, people are also looking to other areas of the world as possible scenes of "the next Russian attack." Iran is frequently mentioned as a likely target for Soviet pressure and possibly for military operations. It is generally believed that Russia is not now producing enough oil for its needs, and petroleum-rich Iran may be designated by the Kremlin to become a Russian "filling station."

Berliners are feeling somewhat uncomfortable these days, too. High Soviet officials are reported to have said that, in addition to eliminating Tito, Russian objectives include seizure of the former German capital city.

But no matter which target they think Russia will choose next, a great many people feel that the outbreak of war in Korea is not an isolated incident. They believe that it is only one facet of a many-sided Red campaign which is aimed at extending Russian control over the globe.

Pronunciations

Kan—kah
Rakato—rah-koo-tō
Seoul—sōl or sa-o'l
Syngman Rhee—sing'mahn ree
Taejon—tē-jon
Yalu—yah-loo



THE WORLD'S CLEANEST BEACH. Sparklingly clean sand awaits bathers at Long Beach, New York. This new machine—a beach sanitizer—scoops up the sand, sifts and aerates it, and dumps it back clean and germ free. The machine has recovered a considerable amount of jewelry, money, and other valuables lost in the sand.

JUDGE Camille Kelly has been helping young people at Memphis' Juvenile Court for the past 30 years. She never wears her judicial robes. "It scares people," she says.

nations was authorized to assist the General Assembly.

This group, which soon came to be called the "Little Assembly," meets as often as it sees fit—year round if necessary. Its job is to survey global headaches and to recommend solutions for the guidance of the General Assembly.

From the first, Russia has opposed this group. Perhaps the USSR dislikes the fact that there is no veto in the Little Assembly's deliberations. At any rate, its representatives and those of the "iron curtain" countries have never participated in its work.



WAYS OF IMPROVING our nation's highways are constantly being sought. Here workmen lay down an experimental surface of natural rubber. The rubber is believed to prevent skidding and to cost less for upkeep than do ordinary "black-top" roads.

Planning New Highways

(Concluded from page 1)

With the outbreak of the war, highway building came virtually to a stop and only the most essential maintenance was carried out. Construction materials were used for defense purposes. Road-building machinery was shipped to distant corners of the world to make military roads and airfields. It was almost impossible to get engineers and laborers for work on U.S. highways.

Meanwhile, the nation's roads were subjected to far more traffic than they had been built to carry. In 1930 about 26 million automobiles were in use. By 1949 more than 46½ million automotive vehicles were registered. Today more than half of America's families own a car, and six per cent own two or more. The total number of autos on U.S. roads today is approximately three times the number to be found throughout the rest of the world.

Since 1930 there has also been an increase in long-distance trucking. Trailer-trucks weighing 25 tons or more are today not an uncommon sight in some areas, and they unquestionably do far more harm to the highways than do lighter vehicles. In fact, some engineers contend that roads wear out 10 times as fast when used by huge trucks as they do when used only by passenger cars.

Job Is Staggering

The tremendous increase in passenger-car and truck traffic together with the wartime neglect of the highways have combined to make the present road-building program a necessity. A good start has been made in the past year, but the problem of getting the nation's thoroughfares into first-class shape is a staggering one. Some observers contend that an adequate road program will cost close to 60 billion dollars.

Except for a relatively few miles of road in national parks and other federally controlled areas, the United States government does not construct and maintain highways wholly by itself. Instead, the responsibility is divided among federal, state, and local governments. The individual states play a particularly important role in road administration.

However, the federal government recognizes the need for having good

highways, both for national defense and for the general prosperity of the nation. Therefore, it gives financial aid to the states in the construction of major highways. In 1949, for example, about 14 per cent of the total expenditures for roads were made by the federal government.

To receive such aid, the states have to agree to spend sums equal to those contributed by the federal government, and the construction has to meet certain standards. Last year about 625,000 miles of highway were included in the road-network which is eligible to receive federal assistance. Although this represents only about 20 per cent of the total mileage of the nation's roads, it includes the most heavily traveled highways.

The state governments also spend large sums on roads which are not included in the federal-aid system. They cooperate with local governments—counties, cities, and towns—in maintaining numerous highways. The local governments have sole responsibility on minor thoroughfares and streets.

Like other government activities, road building is financed through taxes. The gasoline tax is one of the favorite devices for raising money for highways. All states impose such a levy. It ranges from two cents a gallon in Missouri to nine cents a gallon in Louisiana. In addition, the federal government imposes a gasoline tax of 1½ cents a gallon throughout the country. These taxes are, of course, added to the cost of the gasoline and are paid by the consumer.

Through gasoline taxes, registration fees, and other levies, some states have been able to finance sufficient road work to meet their growing needs. Other states, though, are not able, on present revenues, to afford the big programs that seem necessary if their highways are to be made adequate. They are now trying to find ways to raise additional funds.

A number of states have already raised gasoline taxes, but it is generally agreed that they cannot increase these taxes too much without running the risk that the users of gasoline will curtail their driving. Such curtailment would mean a drop in revenue and would defeat the purpose of the tax increase.

Another suggested solution is for the federal government to give more financial aid to the states than it is now doing. Advocates of this plan say that the federal government collects far more in gasoline taxes and other automobile revenues than it spends for road work. They think that such income should be used solely for keeping our highways in shape. Opponents of the idea point out that the federal government is going into debt and say that it cannot afford to take over new highway responsibilities at this time.

Some people contend that toll highways may be an answer—in part, at least—to the financing problem. Users of toll roads pay a fee for the privilege of passing over such thoroughfares. One highway of this kind is the Pennsylvania Turnpike which runs 160 miles from Harrisburg to Pittsburgh. Users of the four-lane superhighway pay from one to ten dollars, depending on the size of the vehicle. The Turnpike has been highly profitable and is now being extended.

The question of finance is an extremely important one. Observers agree that if it cannot be solved, other highway problems will become increasingly serious. One such problem is that of making our roads safe for the ever-increasing flow of vehicles passing over them.

Sharp Curves, Weak Bridges

Among the major causes of automobile accidents are sharp curves and weak, narrow bridges. On the Interstate System—a major network of roads connecting the 48 states—there is said to be a bad curve for every two miles of road and there are more than 8,000 bridges which do not meet safety standards. To eliminate these hazards, it will be necessary to relocate some 10,000 miles of highway and to build many new bridges.

Narrow pavements are another frequent cause of accidents. Buses, trucks, and autos are much larger than they used to be, and 22 feet is now considered the absolute minimum

of width for major highways. Yet more than half the roads on the Interstate System fall below this standard. Other roads are often too narrow.

Of course, poor roads are by no means the only cause of highway accidents. There unquestionably must be increased emphasis on driver training. Nonetheless, safety experts say that the elimination of road hazards will save hundreds of lives each year.

Another major problem facing road builders concerns traffic congestion. Almost every urban resident in the nation has become accustomed in recent years to seeing a snarl of trucks, cars, and buses inching along his city's main commercial streets during the rush hours. These jams waste time for everyone, cause serious financial loss for business concerns, and are a serious problem in many cities today.

The jams are caused by two factors: First, the vast increase in the number of vehicles on the roads; and, second, the narrow streets which were built in most cases to accommodate horse-and-buggy traffic.

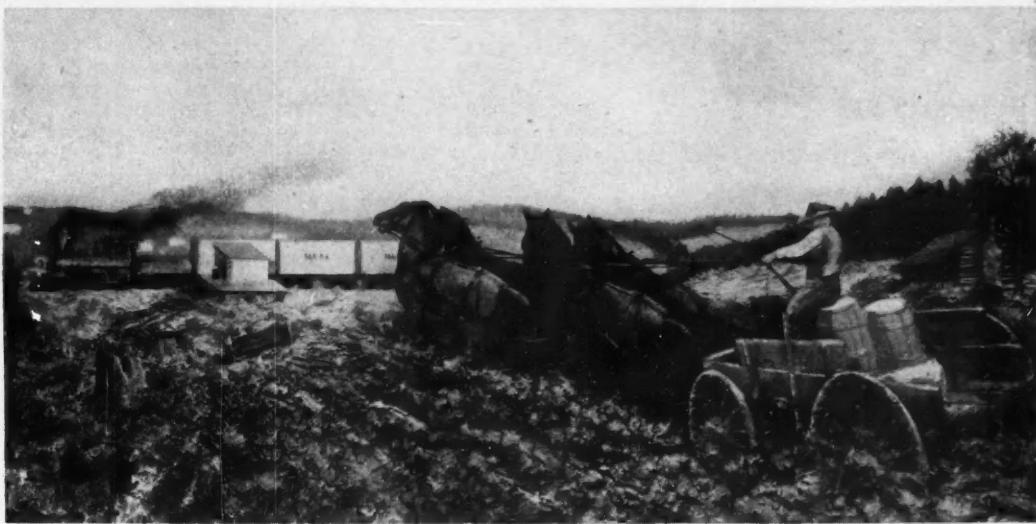
Solution of the problem presents great difficulties. Any widening of the streets usually involves the tearing-down or remodeling of dozens of buildings. Such undertakings would mean staggering costs and even then might be only a partial solution.

However, in some cities efforts are being made to widen streets and construct underpasses. In a number of cities, expressways—sometimes elevated—have been built to relieve congestion on major thoroughfares. And even more drastic steps, involving suburban parking lots and connecting buses, are being considered.

The federal government is helping to attack both safety and traffic-congestion problems. Its traffic experts cooperate with the state governments on these matters just as they do on financing. Whether or not they will ever achieve a complete solution to these problems is doubtful, but efforts are being made to make the nation's highways and its city streets as safe and as useful as possible.



RUTHRAUFF AND RYAN, INC.
AS MORE AND MORE automobiles roll off the assembly lines the demand for better highways increases



100 YEARS AGO muddy roads were common. Farmers demanded better highways so they could take their crops to market.

Historical Backgrounds - - Building Highways

WHEN the first explorers came to this country, the only roads they found were Indian trails through the forests. These were merely paths from one hunting ground to another. The explorers depended largely on waterways as routes into the interior.

But the colonists gradually pushed inland, and as they did so, they cut roads to connect the new settlements with the old. They could spend but little time, though, in keeping these crude roads in shape. Their primary tasks were to clear land, build homes, and protect themselves from hostile Indians. The roads were secondary, and as a result they were wretched. Horses floundered in the mud and men often had to help pull wagons and coaches out of the mire.

By the time of the American Revolution, the strip of land between the Atlantic Ocean and the Appalachian Mountains had been settled, and narrow dirt roads connected the towns and villages. A military road had been built across the mountains in Pennsylvania to Fort Duquesne, near the present site of Pittsburgh. Another military road linked Fort Duquesne with Fort Cumberland in Maryland. Daniel Boone had blazed the Wilderness Trail from North Carolina to Kentucky. This route was later one of the main pathways to the West.

After the American Revolution, an era of road building began. A highlight in early road construction was the macadamizing of the Lancaster Turnpike, a 65-mile length of highway connecting Philadelphia and Lancaster, Pennsylvania. In 1792 the road was surfaced with broken stone to make it usable the year round. Beside the main highway was constructed a narrower "summer road" which was used in good weather. Its dirt surface was not so hard on the horses' hoofs as the crushed-rock highway.

Road construction had progressed enough by 1802 so that it was possible to go by stagecoach from Boston, Massachusetts, to Savannah, Georgia. The stages averaged 53 miles a day, and the entire trip took 22½ days. Today a traveler can make the trip by scheduled bus in about 39 hours.

With the opening of the West for settlement, Congress in 1806 for the first time appropriated funds from the federal treasury to help improve the main route into that section, and the highway eventually was extended

westward to St. Louis, Missouri. The engineers selected their roadway well, for today the old National Pike is a part of U. S. 40—one of our main transcontinental highways.

From the time of the construction of the Lancaster Pike until about 1840, road building continued at a fast pace. Many toll roads were built. Users of such roads had to pay to go over them, and the receipts were used to keep these thoroughfares in shape. Only a few highways, though, were hard surfaced. Most roads were virtually impassable during the spring and fall.

Before 1840 a fair number of famous trails had made the Far West accessible. In 1822 the Santa Fe Trail permitted American trade with Mexico. About 20 years later pioneers poured into the Northwest over the Oregon and Mormon Trails.

These famous trails were in most places poorer than the worst country roads of today, but even so they were the best routes for getting through a rugged, unsettled country. They crossed streams at points shallow enough to be forded, and led through the lowest mountain passes. Little was done to improve them.

In 1830 the first steam railroad went into operation, and for the next 50 or 60 years, railroad building went at a fast clip, while roads and highways fell into disrepair.

It was the invention of the bicycle and its rapid rise to popularity that rescued the nation's roads from neglect. At about the same time, farmers began to demand good roads, and in 1890 a new period of road construction and improvement began. The invention of the automobile a few years

later gave tremendous impetus to the building of highways.

In 1893 the federal government set up an Office of Road Inquiry which eventually became the Public Roads Administration of today. The states also began to recognize the importance of road building and soon were helping the counties and towns in keeping up highways. New Jersey was the first state to set up a road department.

An important landmark in highway history is the federal law passed in 1916 granting federal financial aid to the states for road construction. Five million dollars were appropriated for the first year of the program. The initial project carried out was near Richmond, California.

Since 1916 the federal government has annually—except for two years—granted money to help the states in road building. Many states have thus been encouraged to expand their road nets. The increased use of the automobile has brought about the construction of "all-weather" roads.

In 1925 the route-numbering system was adopted. Main highways receiving federal aid were given identifying numbers over their entire lengths. The states also devised numbering systems with distinctive markers.

In 1947 the National System of Interstate Highways was set up. It includes nearly 40,000 miles of the most heavily traveled roads in the country. This system generally gets priority in construction programs backed by the federal government.

The United States has also helped construct two major international highways in recent years—the Inter-American Highway and the Alaskan Highway.

When completed, the Inter-American Highway will permit travelers to go by automobile through Mexico and Central America to Panama City. The 3,300-mile project is already completed except for three gaps, totaling about 250 miles. One of these gaps is in Guatemala, and the others are in Costa Rica. The U.S. has given financial and engineering aid to all countries along the route except Mexico, which declined assistance.

The Alaskan Highway was constructed in 1942 as a wartime supply line. The 1,600-mile road still has a high military value and is being maintained by the U.S. and Canada. It is now open to tourist travel.



WITH the coming of the automobile still better roads were needed

Study Guide

U. S. Highways

1. Why were a great many highways and roads built during the 1920's?
2. Why was construction curtailed during the 1930's and during the early 1940's?
3. What two factors account for the fact that the nation's roads have been subjected to far more traffic than they were built to carry?
4. Discuss briefly the part played by the federal government in financing and building highways and in helping to solve safety and traffic problems.
5. What part do the state and local governments take in building and maintaining roads and highways?
6. The tax on what commodity is a favorite device for raising funds for highways?
7. List two defects in highways that often cause accidents.

Discussion

Have you noticed street or highway conditions in and around your locality that need to be remedied? Where are the bad spots and what do you think should be done? Does the local, county, state, or federal government have control over the place that needs to be fixed?

Korea

1. Why did President Truman order military help to the Republic of South Korea?
2. What action might Russia take that would cause the Korean struggle to flare into world war? What might she do to prevent a major conflict from developing?
3. Tell briefly how the Korean war began.
4. What were the first steps taken by the United States?
5. Discuss two important actions decided upon by the United Nations Security Council.
6. Give the reasons that may have led Russia to think that Korea could be invaded without challenge from the United States.
7. Describe the changes in American foreign policy that have resulted from the Communist war against Korea.

Discussion

1. Do you or do you not approve the action the United Nations took at the outbreak of the conflict? Give your reasons.
2. Do you agree that Communist actions now are comparable to those taken by Japan and Nazi Germany before World War II? Explain your views.

Miscellaneous

1. How do American tourists visiting foreign lands affect the economic life of the nations they visit?
2. What two important powers were given the President under the law extending the selective service system?
3. Tell about some of the methods which the Soviet Union, China, and other nations employ to restrict freedom of the press.
4. What is the "Little Assembly"? What nations have refused to take part in its activities?
5. Which Middle Eastern nations are members of the Arab League? What is the difference of opinion that prevents two other Arab nations from becoming members?
6. Describe the "security agreement" recently entered into by the nations who are members of the Arab League.

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Higher Wages Require More Production

But Businessmen's Committee Says We Can Double Our "Real" Earnings by 1980

"YOU Have What You Make!"

This might have been the subtitle of an economic study recently published by the Committee for Economic Development, an association of businessmen that sponsors research into our free enterprise system. The report, which was entitled "How to Raise Real Wages," points out that we, the American people, can improve our standards of living and stretch our earnings only by increasing the amounts of goods our factories, farms, and mines produce. If we continue to expand production as fast in the future as we have in the past, the average worker's real wages can be doubled by 1980.

"Real wages" is a term the economists use. It actually means "how much your money will buy." A person's real wages depend not only on how much he makes, but also on prices—and the relationship between prices and earnings depends upon production.

Generally speaking, as the amount of money people earn increases there must be an even greater increase in production if people are to be able to buy more. If there is no increase in production, the manufacturers and farmers who pay the higher wages to their employees must raise prices to meet new costs. When this happens the wage increases are eaten up by higher prices. Employees, though they have more money in their pockets, are actually no better off than they were.

Over the past 50 years increases in production have, generally speaking, been greater than the increases in wages. Wages have gone up since 1900 and prices have risen, too. But the important thing is that the amount of goods a worker makes has increased faster than his wages have increased. As a result, prices are not as high today in relation to earnings as they were in 1900 and the average worker can buy three times as much with an hour's wages as he could in 1900.

If we are to see a continued increase in the amount of goods a worker can buy—that is, in his real wages—we must, according to the CED, continue to increase production. But how can this be done?

To help it find an answer to this question, the CED looked back to see why we are able to make more goods now than we could in 1900. The increase, the organization found, has been the result of five factors.

First, there has been virtually a revolution in the way in which goods are made. Mechanical energy has



GIANT MACHINES have come into use in the United States during the past 50 years. Those shown here stamp out sections of automobile bodies.

been substituted for human and animal energy. Where a man and a horse formally plowed the fields, tractors now do the job. In 1900, most clothes were made by hand. Now they are made by men and women who operate machines. Fifty years ago, goods were hauled around town and from farm to city by horse and wagon. Today they go by truck.

All this mechanization and the many other instances that could be cited mean that the people of the United States, working shorter hours and expending less of their own energy, produce more than they did in 1900.

A second factor, according to the CED, has been the increase in the amount of equipment the average worker uses. This is a part of the increased mechanization, but it presents a slightly different idea.

The invention of trucks, tractors, and huge sewing machines would have meant little if the American people had not been willing to set aside part of their money to buy this equipment on a large scale. What the people as a whole did was to buy stocks and bonds, that is they lent part of their savings to businessmen who wanted to build factories, the railroads, the airlines, and all the other industries that have grown up in this country. As a result of these investments, the average American worker has \$10,600 worth of machinery at his disposal

—and this machinery has helped him increase his production.

The CED finds that improvements in the health and training of the labor force make up a third factor that has contributed to the increase in production. The shorter work week has reduced fatigue, and education has increased the skills of the people.

As a fourth factor, the CED points to improvements in methods of business management. The efficiency of management determines how well modern equipment and the working force in a large industrial establishment are used. Some of the larger factories require tons of raw materials—steel, cotton, wool, coal, oil, and so on—each day. These materials must be where they are needed at the time they are needed. Finished products must be packaged and sent on to the stores where they are to be sold.

The work of seeing that the many different steps involved in this process of manufacture and distribution follow smoothly one after another falls upon management. And the development of new methods and techniques for this phase of our vast productive effort, the CED finds, has kept pace with the increase in the use of machinery and with the improvements in the workers' skills.

The fifth of the factors that account for the great increase in production since 1900, according to the CED,

lies in the willingness of the American people to move from place to place and from job to job.

The biggest shift has been in the movement of people from farm to city. As tractors and the like came into common use in agriculture, fewer and fewer people were needed in the fields, but increased numbers were needed in factories. Had the farmers and their children stayed on the farm our industrial progress would have been slow indeed.

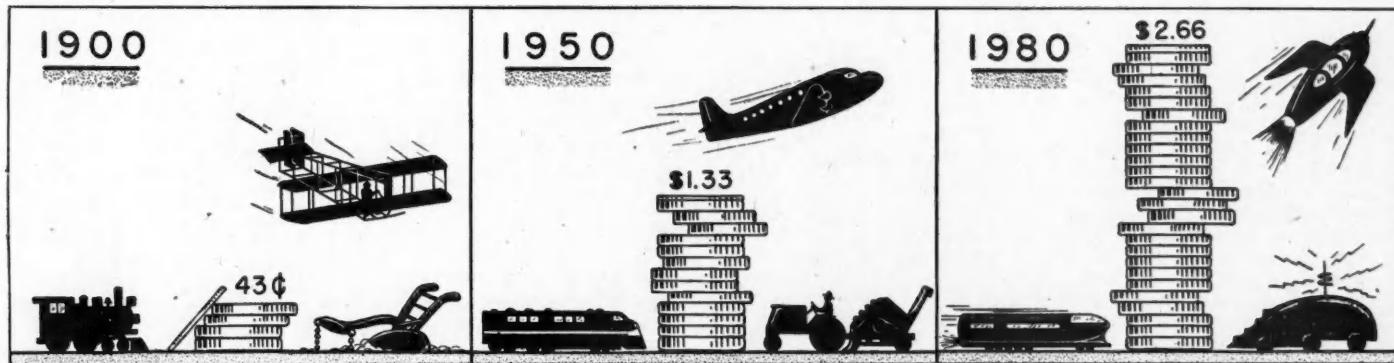
Other examples can be given. Had the blacksmith and the carriage-maker and their children insisted upon following the family trade, we might still be riding in horse-drawn buggies. Instead, they were willing to learn new skills and go to work in factories. We are seeing one of these inter-industry shifts today as technicians and entertainers move from radio to television.

Turning its attention to the future, the CED feels that real wages can rise only if the output per man-hour increases as rapidly as it has in the past. It also finds that the increase in output cannot be attained by getting people to work harder than they now do. There are some places, says the report, where men are deliberately not producing as much as they easily might, but the average person does a fair day's work.

If we are to expand production and increase real wages, then we must follow paths we have taken in the past. First, we must—and we can—develop new machines and improve our farming techniques. Second, we must be willing to invest money in new businesses and in providing improved equipment for the working population. Third, we must continue to expand our educational facilities, both through the schools and through industrial training; and increasing attention must be given to health.

We must also, the CED continues, seek further improvements in the field of management. Lastly, we must encourage workers to take renewed interest in their jobs. Assembly-lines and the routine nature of many jobs in modern industry have too often, the CED finds, made the individual feel that his task has little meaning. This growth in indifference must be halted.

The CED, in concluding its report, lists 10 positive steps the people of the United States, acting together and individually, can take to help double real wages by 1980. These steps will be discussed next week.



REAL WAGES—the amount of goods that a worker's wages will buy—are three times as great as they were in 1900. Today's wages can be doubled by 1980. The increase of the past has come as the experimental glider has grown into today's stratoliner, as our farms have become mechanized, and as other factors have worked together to speed up our production.